

# **NORTH HAMPSHIRE AUSTIN ENTHUSIASTS GROUP**

**Founded 1974**

## **Monthly Newsletter and Events Update**

**Editor**

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**Please let me have any articles for the newsletter by the 22<sup>nd</sup> of the month , on a WORD DOCUMENT attached to an e-mail.**

[www.nhaeg.org.uk](http://www.nhaeg.org.uk)

**JULY 2011**

**Club nights at The New Inn, Heckfield, 8pm, 2<sup>nd</sup> Monday in every month**

### **Mo's Mutterings**



A beautiful  
day at  
Bearwood  
College.

I hope lots of members have been out in their proper cars over the past month, enjoying the many events which have taken place. Thank you for the write-ups which can be read in the following pages of the newsletter and I look forward to seeing you in the weeks to come, Don and I will be at Pinewood next, weather permitting.

**Maureen**

### **Chairman's Corner**

June has been a very busy month with both club-arranged and non-club events happening. I am sure elsewhere in this newsletter you will read reports that cover them all but, for my part, I will just touch upon the ones I attended.

Colin arranged a trip to the Bearwood Invitational Car Show on June 11<sup>th</sup> and this was very well supported by the club with 10 Austins present. There were numerous other clubs present with a vast amount of different cars on show and the weather was very kind to us.

Club night saw the Half Gallon Run, which was very well organised by Andy and Do Ranson, providing us with a nice little route before arriving at our destination to look for clues. The eventual winners were the team led by Roy Roberts.

The highlight of the month was of course the annual holiday, a visit to Warners Hotel at Holme Lacy in Herefordshire. We met up with most travellers for a coffee stop at Speen on the A4 and then headed to North Cerney which is not far from Cirencester for lunch, finally arriving at the Hotel for about 4.30pm. Our stay was very comfortable, we had the opportunity to utilise the facilities and we enjoyed a couple of runs out. None of this would have been possible without the excellent organisation of Trevor and Jean for which we are all very grateful.

I look forward to seeing you at the July Club Night which is of course, the Concourse d'Elegance, so get those polishing cloths out.

**John**



Our very own Chairman Chad, not looking very dignified, unlike the last Chairman who was always well behaved! (Well, until he had a glass of wine, or two!

*Secretary's Scribblings*

*Back from the County Time Forgot*

Now the dust is settling after the club trip to what is, arguably, the quietest county in England it's back to the hustle and bustle of the Thames Valley and all that that entails. It must be said that there are still some relatively tranquil corners of this 'green and pleasant land', to be found and Herefordshire and its surroundings certainly qualify.

Mercifully, all who made the trip (31 of us in 13 historic and 3 modern vehicles), did so almost uneventfully there and back and certainly no-one was obliged to complete the journey on the back of a recovery vehicle this time around! Mileage recorded by 'Clarissa' was 322 overall, door to door. One of our number did manage to initiate a conversation with two female members of the West Mercia Constabulary, which was prompted after he had been observed, by them, negotiating the streets of Hereford in his A7 whilst also using a mobile phone. No doubt there will be more on this elsewhere in this Newsletter!

From feedback received prior to our departure from Holme Lacy on Friday – and since – it would appear that everyone thoroughly enjoyed their five days break, due, in no small part I'm sure, to the fact that the weather, whilst not *exactly* tropical and despite all predictions, remained fine and pleasant for virtually the entire time we were there. Apart from each night, *Clarissa's* hood remained permanently down!

As others may confirm, there's no doubting that planning and executing a trip of this nature takes a fair amount of time and effort but if, as is believed to be the case, everyone is satisfied and enjoy themselves, it all becomes worthwhile.

\* \* \* \* \*

## Ethanol Fuel

I am indebted to Alex Woollard, a former NHAEG member, for highlighting the following topic.

If what the web-page below explicitly indicates is true then the EU has put a time-bomb in everyone's car – not just historic ones – by taking the decision for bio-fuel content, in petroleum, currently at 5%, to be increased to 10%.

Different countries are adopting the policy at different times, but E10, i.e. 10% Ethanol, is already in the pumps in France, together with a note stating that if your engine is pre 2000 then you should use 97 octane fuel, the presumption being that it is either Ethanol free, *or* is still at 5%. Typically, however and unsurprisingly, it is 8 to 10 pence more expensive per litre.

Members are urged to go on to the following website and note particularly the fact that E10 fuel has a maximum 'shelf life' of only 3 months. 'Real' cars, at least, tend to be used intermittently so could have 90 days old fuel in their tanks at certain times of the year, especially since conventional wisdom is that tanks should be kept ½ full to reduce vapour content and consequent increased fire risk.

The FBHVC is currently carrying out tests with a range of so-called corrosion inhibitor additives – similar in concept to the lead-replacement additives and, in due course, will be issuing a list of those bio-fuel additives it believes to be effective against the corrosion referred to although, as will be noted, at this time no product exists which will prevent water absorption by alcohol.

The information and advice given on the website makes for interesting reading and gives credence to the belief I share with others that fuel, today, certainly has a tendency to lose volatility over a fairly short period of time.

Go to [www.fuel-testers.com/expiration\\_of\\_ethanol\\_gas.html](http://www.fuel-testers.com/expiration_of_ethanol_gas.html) for the full story.

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## July's Events and Activities

Don't let any of these slip by unnoticed!

3<sup>rd</sup> July Pinewood Festival, Crowthorne – Fete and Car Show Trevor Edwards for more details (01344 775012)

10<sup>th</sup> July Club Night – *Concours d'Elegance* evening

17<sup>th</sup> July Visit to Woodley Aircraft Museum or walk in Dinton Pastures, followed by BBQ at John and Joan Hancock's home. John/Joan Hancock for more details.  
(0118 988 5387)

31<sup>st</sup> July 'Picnic in the Paddock' For details contact Colin Greig (0118 978 2087), Don Breakspear (0118 973 3568), or Trevor Edwards (01344 775012)

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## Quiz News

Amongst the several entries for the May Quiz ('*This will make you even more cross*') there was, unusually, just one all-correct offering. Nick and Pat Buchanan managed to find all 20 answers. Congratulations to them!

No Quiz this month, I'm afraid. Insufficient time to prepare one and, it's suspected, too much else going on at this season of the year, with (we hope!), continuing good weather, for many to be stuck for something to do in spare time. With any luck, though, the Quiz will return next month!

A Quiz distributed to those who went on the Holme Lacy trip was set deliberately a little challenging, in order, (it had been hoped) that a tie-break could and would be avoided. An impressive 50% of those on the trip submitted entries. In the event, not only was a tie-breaker necessary, (a five questions in five minutes question sheet, having been drafted in haste late on Thursday evening), but a second one also was needed since the initial one produced yet another dead-heat score between the two couples involved. At a final attempt to identify winners, made just before we all departed the hotel on Friday and in a 'sudden-death' play-off, Andy and Do emerged as victors by being the ones who were the first to shout out 'Uranus' when faced with the question. 'Which is the seventh planet from the Sun?' Malcolm and Sandra are now embarking on a study of the solar system to ensure they're not caught out again!

\* \* \* \* \*

*That's about it for this month. Hope to see you at some of the events taking place in the next few weeks and, of course, at the 'Picnic in the Paddock' on the 31<sup>st</sup>.*

*TREVOR*

### Colins Comments

Despite the weather those who attended the **'Woking Hospice Classic Car Show'** all seemed to have enjoyed themselves. We had a pleasant run over in the dry but soon after arriving the hood had to go up as the rain started and continued all day. There was a wide variety of cars with quite a few Austins plus various stalls, including one selling plants which meant that was the first port of call for most of the ladies. On leaving the show we all made our way to Nick and Pat's house where they had kindly laid on tea for us with cream scones and a variety of cakes, all very tasty. The journey home was uneventful except by now the rain was coming down hard and the roads were awash. Many thanks to **Nick and Pat** for advising us of the event and for providing a delicious tea, a nice finish to the day.

Our visit to the **'Bearwood Invitational Classic Car Show'** was very successful with 10 cars travelling in convoy from our house to arrive together so that we could park as a group. It was a warm and sunny day, which meant the 3 gazebos we erected were not used very much as members preferred to sit in the sun. There were a great variety of cars and everyone seemed to have enjoyed the day. The date for next year is the 19<sup>th</sup> May and the organisers have told me they will send us an invitation again.

There are quite a few events in July starting with the **'Pinewood Open Day Car Show'** on Sunday the 3<sup>rd</sup> details of which were in the March newsletter plus Trevor sent out an email regarding the event.

On Sunday 17<sup>th</sup> we have a visit to the **'Woodley Aircraft Museum'** or a **walk around Dinton Pastures** if you do not wish to visit the Museum, followed by a run finishing at John and Joan's for a **BBQ**. Look out for further details from John and Joan.

At the end of the month on Sunday 31<sup>st</sup> we have our annual **'Picnic in the Paddock'** which is always a good day. As usual there will be Don's Driving Tests, which are always a lot of fun. Don't forget to bring family or friends, all are welcome. Bring your picnic also chairs tables etc. and if you wish, a gazebo. **It starts at 12.00 midday.**

Ann and I will organise the ‘**August Amble**’ on the 14<sup>th</sup> of that month. Please see details elsewhere in this newsletter.

I am writing this just after our return from the club holiday at **Holme Lacy**. I am sure others will write about this, but I would just like to say a big thank you to Trevor and Jean for organising yet again a fabulous trip for us 31 members who journeyed to Herefordshire. The hotel and the grounds were wonderful as were the visits and events that were organised for us. Even the weather was good, much to our surprise having seen the forecasts before we left. As always the company was superb. Once again many thanks Trevor and Jean for all your hard work both before and during the visit, I hope you both found time to enjoy yourselves as much as the rest of us did.

The day after our return it was a case of a quick clean of the car and off on the ‘**Ben Run**’ where despite a damp start the sun soon came out and was sunny and warm. As usual the NHAEG was well represented.

Safe and Happy Motoring.

**Colin**

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## **August Amble**

**14<sup>th</sup> August**

Ann and I will organise the ‘August Amble’. As we have done in the past we will be starting from Henry Street Garden Centre, where you can have coffee or even a ‘Full English’. There will also be time to look around the Garden centre, which I know many of the ladies like to do. We will then set off on a leisurely run using quiet roads and passing through picturesque countryside and villages. It is a run we did a few years ago and seemed to have been enjoyed by those who took part. We will finish up at ‘The New Inn’ where those who wish can enjoy a late Sunday lunch.

*If you would like to join us on this run **please would you let me know ASAP** and also let me know if you would like lunch at The New Inn? I will ask Tim and June to reserve tables for us so that we can all sit together. Details of times etc will be sent to those who have given me their names.*

**Colin**

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## Don's Doodlings

Well, haven't some of us been busy boys and girls over the last weeks.

On Monday 20<sup>th</sup> June, Maureen and I set off in Chummy to meet Trevor and Jean Edwards who were waiting for us at Joan and John Hancock's house in Shinfield. For us, this was the start of the NHAEG annual holiday, organised by Trevor and Jean. All three cars were soon under way making our way to Speen, just west of Newbury, where we met more of our club members en route to Warners at Holme Lacy.

After coffee and biscuits we set off for our lunchtime stop, a delightful pub called The Bathurst Arms at North Cerney, just to the north of Cirencester. Here we were met by the rest of the club members some of whom had driven up the day before. All our choices of lunch had been pre-booked so it was not long before we were enjoying our delicious food.

After lunch it was time to move on for the last leg of our trip to Holme Lacy which is about four miles southeast of Hereford. Trevor and Jean had planned a superb route avoiding main roads as much as possible. A number of times the roads were very narrow with grass growing up the middle! We all arrived safely with no major breakdowns apart from a puncture on one vehicle and a wire coming loose from a dynamo on another.

Trevor and Jean had arranged with Warners for us to park in front of the main house and all the other visitors could see the cars from the house. One elderly gentleman staying at Warners enquired of Colin as to where he could get the ignition key for the funny little cars at the front of the house. He was under the impression the cars belonged to Warners and were there for guests to drive!

Tuesday was a day of leisure but quite a lot of us went to Hereford Cathedral. Afterwards, John Chad, Maureen and I went to Westons Cider and after a light lunch in the restaurant, had a tour around with of course, some sampling at the end of the tour.

On Wednesday Trevor and Jean organised a lovely trip to Hampton Court House where we were especially welcomed by the owners and invited to park, yet again, in front of the house.

Here we are on the front drive, all neat and tidy!





Now that really would sell  
at Beaulieu!!!

On Thursday we had another trip, this time to Symonds Yat which included a boat trip and a walk for some, up to the Yat Rock . I must admit Maureen and I did drive up to the Rock where there was a superb view of the winding river and the RSBP had a camera through which some of us could see the young perigrine falcons feeding.

Maureen and I would like to thank all our NHAEG friends who went to Warners for making our five day holiday so enjoyable and of course, our sincere thanks to Jean and Trevor for organising the whole of the five days in Herefordshire.

Kind regards,

Don

## PRESCOTT HILL CLIMB 13<sup>th</sup> – 15<sup>th</sup> May



Having been a keen spectator at the VSCC Prescott Speed Hill Climb for at least 40yrs, the opportunity to drive up the hill was not to be missed. A local charity organised a scenic tour of the Cotswolds on the Saturday and an untimed drive up the hill on the Sunday.

Accommodation was arranged on the Friday for Brian and Jana Adam, Sandra and I, at a farm B&B near Sudely Castle, and there was time to make a tour of this very interesting historic castle and grounds before booking in at the B&B. Recommended if you are in the area and interested in Henry VIII's goings on.

The Saturday tour of the Cotswolds took in the best villages and beauty spots with some spectacular views from hilltops; fields of lavender were an unusual encounter. One got lost once or twice but fortunately the on-route lunchtime pub was found! Pat Guthrie-Jones joined us in the evening.

The Sunday event proved to be quite a high profile affair, with cars ranging from GT40s downwards. It was fairly informal and a little chaotic but we soon got the correct bits of paper required and joined the queue. Sir Stirling Moss was driving (for a donation) other people's cars up the hill and the attention he attracted probably slowed things down slightly

We thought it best to try the hill as a team, one after the other, being new comers and fairly slow compared to the other entrants. The long hill climb route was used which allowed a good run to get up speed before the steep hairpin turn. The hill didn't seem as steep as expected and my 1929 Riley saloon was happy going up in 3<sup>rd</sup> gear. Two runs were allowed, so it seemed logical to stay in the queue of traffic and go up again straight away. Again no problems.



Pat. and Brian and Jana had similarly untroubled runs.



Andy Seager had booked in for the Cavalcade of cars up the hill in the afternoon and he and his Dad enjoyed the ride.

Light rain set in, so it was time to go. A memorable weekend.

Malcolm Ryley



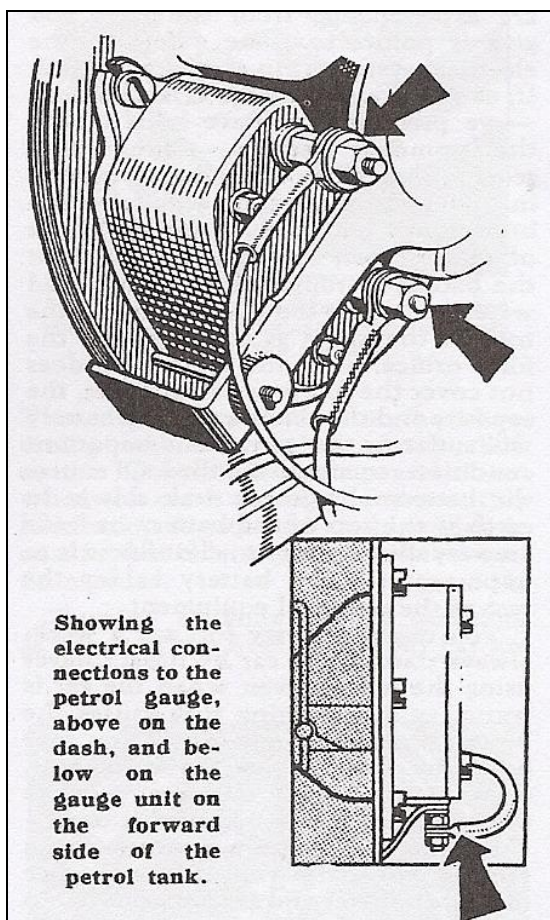
## QUERIES OF THE MONTH

Some more “Queries of the Month”, these originally appeared in “The Austin Magazine & Advocate” during the 1930s and 1940s. This month’s selection consists of No 1146 Petrol Gauge – Austin Ten and No 1233 Brake Rod Rattle – Austin Ten.

No 1146 appeared in November 1943 and No 1233 appeared in October 1945.

### **No 1146 – Petrol Gauge – Austin Ten**

**Q.** *The petrol gauge needle on my Ten has taken to fluctuating violently recently and it is not very easy to decide what is the correct reading. Can you suggest a cause and a remedy? This fluctuation tends to be worse over bumpy roads, which one might, perhaps, expect but for the fact that hitherto it has been quite steady.*

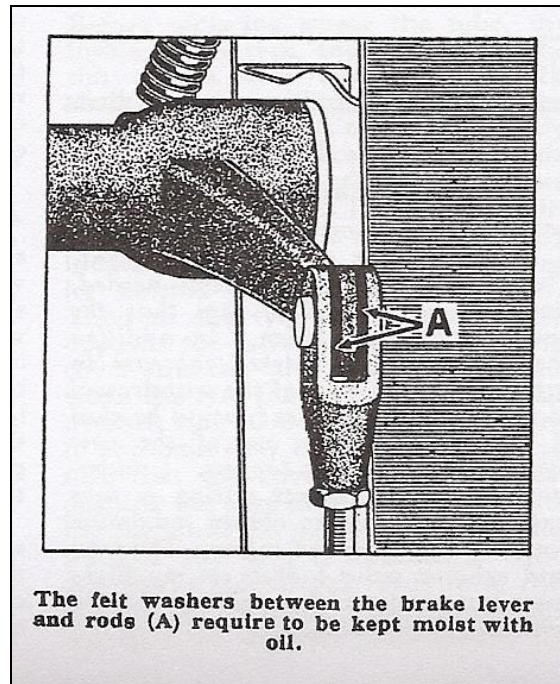


**A.** Without your car to examine it is not easy to suggest the reason for the fluctuations of the petrol gauge reading on your car. Of course, some fluctuation is to be expected in running over rough surfaces, as the surging of the petrol in the tank will be recorded by the tank unit of the gauge. But from your description it would appear that, apart from some defect having developed in the gauge itself, there is a loose connection somewhere, which is also affected by the movement of the car. We suggest you check over the connections—namely, to the unit in the petrol tank and to the gauge in the dash.

### **No 1233 – Brake Rod Rattle – Austin Ten**

**Q.** *I am very satisfied with my car which is a 1938 Austin Ten. My only complaint is that the brake rods set up a very irritating rattle and I also find that the brakes are in frequent need of adjustment. Why is this?*

**A.** The irritating rattle which you are experiencing from the brake rods of your car is due to excessive wear in the clevis pin joints and this factor is the probable explanation for brake adjustment.



When assembled, the clevis pin joints, which connect the brake rods with the other units comprising the brake linkage system, are each made up with two felt washers. Should these washers be allowed to become dry and hard through lack of periodic attention from the oil can, they quickly disintegrate.

When this occurs a certain amount of free play results at the clevis pin joint, which if allowed to continue, accelerates wear until eventually the joint becomes so worn that a noticeable rattle is set up and, in addition, the general balance of the brake linkage system is considerably upset, making correct brake adjustment very difficult.

In such instances the brake rods and clevis pins must be renewed complete and the brakes correctly adjusted. Then, providing that due attention is paid to the normal maintenance requirements, the Girling brakes will give full satisfaction.

*The “Queries of the Month” are reproduced with the kind permission of the Austin Ten Drivers Club (ATDC)*

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### **Some More Old Advertisements**

Three advertisements for a home garage. The biggest one from the 1938 supplier was 14ft x 8ft and cost £7.14.6d including delivery. The 1957 supplier didn't say what you got for your money but gave a starting price of £29.4.6d. The last supplier, 1963, offered a 16ft x 8ft garage including delivery and erection for £39.19.6d, with a possible discount for cash! The last one seemed a good deal even for 1963, these days you would struggle to get a cheap car cover for £40!




# HURLINGHAM

## ASBESTOS GARAGE

FROM **6/6** DOWN

DELIVERY FREE  
ENGLAND, WALES  
RAIL OR LORRY.



Send for your copy  
of 1938 Art Cata-  
logue FREE and  
post free.

OTHER MODELS FROM					
L	W	Cash	Dep.	12	Pts.
8	6	97/6	6/6	8/10	
10	7	132/6	8/-	12/-	
12	7	142/6	9/-	12/11	
14	8	182/6	12/6	16/5	

**HURLINGHAM BUNGALOW CO. LTD**  
Dept. 46, Peterboro' Rd., FULHAM, S.W.6. FUL.2271

March 1938

# TOOGOODS'

*The Best Name for Portable Buildings*

H.P. PRICES  
FROM  
**10/9**  
a week



**CASH PRICES**  
**£29 . 4 . 6**

Other sizes and prices on application

**FIREPROOF! STEEL/ASBESTOS GARAGE**  
From £35 H.P. Prices from 6/9 a week

SEND TO-DAY FOR OUR ILLUSTRATED CATALOGUE

GARAGES, SHEDS, HUTS, AVIARIES, POULTRY HOUSES,  
GREENHOUSES, WOVEN-WOOD FENCING, ETC. ETC.

**TOOGOODS' (BRISTOL) LTD.**  
ASHTON GATE (DEPT. M.23), BRISTOL, 3

January 1957



**Garages** **LOWEST COST AT LO-COST & R.S.R.**  
*The Nations Cheapest Suppliers of Quality Garages*  
**WITH BIG DISCOUNT FOR CASH BUYERS**  
**HERE IT IS! a full 16x8' Quality Garage**  
**DELIVERED and ERECTED MOST AREAS**  
**EASY TERMS INTEREST FREE**  
**OVER 6 MONTHS. LOW rate of**  
**interest over 12 or 24 Months**  
**LO-COST & R.S.R.**  
 36, Durban Road, Patchways, Nr. Bristol.  
 Telephone: Bristol 691031 Night or Day. Also:  
 218, Diamond Avenue, Kirby-in-Ashfield,  
 Nr. Mansfield, Notts.  
**HURRY!** Without obligation write your  
 nearest branch for fullest details.

March 1963

Andy Ranson

### Half Gallon Run on Monday the 13<sup>th</sup> June 2011

Do and I had the honour of organising the event this year (we knew there would be a catch to winning it last year!), however, we spent some enjoyable afternoons plotting the route and devising the questions. Somehow we always ended up in the Frog and Wicket, nice pub and we recommend the food.

Come the event there were 16 cars with teams of varying sizes. Start time was 7pm with all cars away by about 7.45pm. This was not a timed event and the route had a total distance of 10.5 miles, well within  $\frac{1}{2}$  a gallon of fuel. Cars started arriving back from 8.45pm, with the last back about 9.30pm.

The only hiccup seemed that there was no sign for Bottle Lane, sorry about that, but at least it was the same for all. We reckon the council must have dug it up that day!

When everyone was back we totted up the scores and there were two teams with the same highest score, they were:

Team Roy (Roy, Julie and Mick)  
 Pat and Tony

So luckily we had a tiebreaker question ready. The question was "Name all the pubs you passed on the Half Gallon Run". Fastest answer (by a whisker) was Team Roy, so they were presented with the trophy plus  $\frac{1}{2}$  a gallon of car wash and DVD of the classic film Genevieve. The runners up, Pat and Tony, were presented with some rather nice chocolate. So congratulations to both teams



The ½ Gallon Pot, consolation prize, went this year to Trevor Mulford. This was a sterling effort on Trevor's part as he undertook the Half Gallon Run on his own and still managed a creditable score, well done Trevor.

It was a good turnout with 16 cars taking part and the majority of those were proper cars. We hope that all participants on the night enjoyed themselves and didn't get lost too many times.

Andy and Do

## **D DAY 2011**

Our last trip to Normandy was in 2009 so Karen and I decided a visit was overdue. We have been fairly regular visitors over the years even though neither Karen nor I have any direct family connection with any WWII veteran. (My father survived the Great War and won the Military Cross on the Ypres Salient in 1917 – Karen's Great Grandfather perished in 1915 and his name is inscribed with those who have no known grave on the memorial in Tyne Cot in Belgium – such is our age difference!)

Nevertheless, we both think it is important and also humbling to visit Normandy, meet some of the veterans and pay homage to those who made the ultimate sacrifice. The youngest veterans are now in their late eighties or early nineties and it will not be too long before those who bear witness to the events of 1944 will be a lost generation. To travel to Normandy in an Austin Seven seems apposite and is guaranteed to attract attention by locals and visitors, particularly veterans, alike.

The formal commemorations usually consist of religious services at British Cemeteries or on the landing beaches at various times of the day on 6<sup>th</sup> June which of course was the day of the main landings. However, students of history will also know that a 'Coup de Main' force led by Major John Howard, landed in gliders just after midnight on 5<sup>th</sup>/6<sup>th</sup> June next to Pegasus Bridge. This bridge, which crosses the River Orne, was a major supply route for the enemy. Major Howard's task was to take the bridge and establish a command post and to await relief from the paras who were to land later that day.

Major Howard died in 1999 but his daughter, Penny Bates, lives in Farnham and visits every year to perpetuate his memory and lead a small ceremony at midnight on 5<sup>th</sup> June at the very spot where the gliders containing her father and his men landed. This spot is literally just yards from the bridge. As a pilot myself, blessed with modern technology, to land a heavy glider in the dark for the first time in an unfamiliar spot with nothing but a stopwatch and a compass is absolutely incredible. Little wonder that Churchill described it as the finest piece of flying in the Second World War.

The ceremony at Pegasus includes a lone piper walking across the bridge just after midnight as indeed Bill Millins, Lord Lovat's piper, did in 1944 after the bridge was captured despite the risk of enemy snipers. The sound of the bagpipes approaching in the darkness is a moving experience as it must be for the veterans who heard those same pipes in 1944. The original bridge, still bearing some collateral damage from a lone enemy fighter bomber which dropped a bomb, hitting the bridge structure but failing to explode, now rests in the grounds of the Pegasus Bridge museum. The Commonwealth War Cemetery in the nearby village of Ranville contains the graves of those who died during the capture of the bridge. In the churchyard next door, is the grave of Lieutenant Brotheridge who died on the bridge that night in the first minutes of the assault and who is therefore regarded as the first casualty of the invasion.

We travel on the Portsmouth – Caen ferry, a route that Molly, is now familiar with, having made this trip at least 6 times before. We opt for the direct route down the A3 and M27 as any other route is far too fiddly to be bothered with. It was warm and sunny so with the top down, all that was needed was ear plugs to keep the noise of the traffic out!

Although there is always some stop start and much clutch work during the marshalling in the port area, boarding is always a stress free affair. Brittany Ferries are quite considerate when shepherding vintage cars on board and we always feel comfortable about leaving our precious cargo in the bowels of the ship.

Around the D day period, there are often many other, mostly military, vintage vehicles making the trip. Depending on the time of sailing, our routine is to make a beeline for breakfast (morning sailing) or bar (evening sailing)! On this occasion it was the latter so no prizes for guessing where we were headed!

Boarding is a stress free affair and is a pleasant change from travelling by air when one is treated with

disdain by mindless security staff - heaven forbid if one happens to have one's worldly and personal possessions in the **WRONG** shaped plastic bag!! Forget flying!

On arrival in Caen we had a full day which was fine and sunny. This enabled us to make the obligatory visit to the Hypermarche to purchase some wine, cheese and baguette for our al fresco lunch. We used the rest of the day to visit the D Day museum at Bayeux. With a €6.50 entrance fee, this is a superb museum and is worth a visit.



*Karen in usual pose – glass in hand!*

Near our hotel in Port en Bessin is a museum which contains military debris rescued from the sea bed by the landing beaches. This is run by a professional diver who was originally commissioned by the French Government to remove obstructions to shipping. Some of the artefacts include weapons and vehicles that have been miraculously restored despite having been underwater for over 60 years. One particular example comprises some of the personal effects including photographs and cigarettes of the driver of one tank which sank to the bottom in 1944. Their owner survived the war and was living in Texas and one can watch a video where the American is formally reunited with his possessions.

We were hoping for a midnight visit to Pegasus Bridge to watch the ceremony and fireworks but unfortunately the onset of rain in the evening scuppered our plans.

On the morning of 6<sup>th</sup> June we chose to visit the cemetery at Bayeux where a Service of Remembrance was taking place. This, like all cemeteries maintained by the Commonwealth War Graves Commission, is of course immaculately kept and contains the graves of nearly 4000 British servicemen.



*Bayeux Cemetery*

A walk through the lines of graves, with personal messages inscribed thereon from those they left behind, is a reminder that many of the men who died in Normandy were barely out of their teens. Occasionally, one sees a single stone on top of one of gravestones. This is a Jewish custom which signifies that a member of the family or loved one has visited the grave and has placed the stone on the headstone as a symbol of their visit.



*A stone left on the headstone*

The weather became wetter by the minute which was a nuisance as we had only brought Molly's rear sidescreens. Nevertheless, we decided to visit Pegasus Bridge where a short service of remembrance was taking place at the gliders landing spot. We managed to park Molly outside the Pegasus Bridge café which is still run by the daughter of Gondrée family who owned the café at the time of the landings. The café contains many items of memorabilia from the Landings although the museum across the road is without doubt the main draw. This museum contains countless exhibits, of which, perhaps the most moving are letters sent by men to their loved ones in England but who had sadly perished by the time the letters arrived at their destination.

It was time to move on to Arromanches where the highlight was the Service of Remembrance on the town square at 6pm. This begins with pipers leading the veterans from all regiments who march in to the square. This produces a groundswell of applause from the spectators as the men in their eighties and nineties march with military discipline into the square with their medals gleaming on their blazers. Those unable to march are pushed in their wheelchairs by their comrades, carers, or friends.



*The veterans arrive at Arromanches town square (photo courtesy NVA)*

The service, as with the others, consists of hymns and prayers and concludes with a veteran reading the famous verses from Laurence Binyon's poem "For the Fallen" of which perhaps the most famous and certainly most moving verse is:

*They shall grow not old, as we that are left grow old:  
Age shall not weary them, nor the years condemn.  
At the going down of the sun and in the morning  
We will remember them*

When this is followed by the sound of the bugler playing Last Post, I defy anyone who does not feel a twinge of emotion and this must surely be the most moving part of all the service. To conclude, the band plays Auld Ang Syne where the whole of the town square links arms to join in the singing. The icing on the cake was a fly-by of a Douglas DC3 Dakota and Spitfire which made several passes including a victory roll.





***A heartwarming sight (photo courtesy NVA)***

We were both pretty bushed after the day's activities and were ready for dinner, particularly with an early start in the morning to catch the 0830 ferry from Caen. Allowing for an hour's comfortable drive for the 25 miles to the ferry terminal meant leaving the hotel at 0630 hrs but at that hour there were few people on the road and our journey was uneventful and we were soon on the ferry and tucking in to breakfast. After a doze on deck in the sun, we were almost first off the ship and back on the A3 before we knew it. How we noticed the return to British impatient traffic compared to the gentle motoring in France! Molly didn't miss a beat over approx 300 miles and did her best to maintain her oily incontinence with only one pint of oil used. As usual, the French showed great interest in Molly frequently applauding as we drove by, as did the drivers of countless vintage military vehicles which added to the atmosphere.

Next year? You bet!

Dave Witton



***We will remember them***





We think this is how  
Karen will be  
remembered!

### **2011 COMMITTEE CONTACTS:**

<b>Chairman:</b>	<b>John Chad</b>	<b>01252873713</b> <b>(<a href="mailto:ichad@waitrose.com">ichad@waitrose.com</a>)</b>
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<b>Treasurer:</b>	<b>Jean Edwards</b>	<b>01344775012</b> <b>(<a href="mailto:trevor_c.edwards@btinternet.com">trevor_c.edwards@btinternet.com</a>)</b>
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	<b>Karen Witton</b>	<b>01252333465</b> <b>(<a href="mailto:karen.witton@kpmg.co.uk">karen.witton@kpmg.co.uk</a>)</b>
	<b>Colin Greig</b>	<b>01189782087</b>

## **NHAEG Club Nights and Events Diary**

### **Club Nights**

### **Arranged By**

July 11 <sup>th</sup>	Concourse d'Elegance	Committee
August 8 <sup>th</sup>	Walking Rally	Trevor/Jean
September 12 <sup>th</sup>	Wessex Stitchery in the Conference Room or Noggin & Natter	Anne Butcher
October 10th	Talk on Guns by Peter Gillet	John Hancock
November 14th	Auction	Don/Trevor/Colin
December 12th	Festive Fun	TBA

### **2012**

January 9th	AGM	Committee
February 13th	TBA	TBA

### **Events**

July 3 <sup>rd</sup>	Pinewood Open Day Car Show. (non club event)	Details in March newsletter also emails from Trevor.
July 17 <sup>th</sup>	Visit to Woodley Aircraft Museum or walk at Dinton Pastures followed by run and BBQ	John/Joan
July 31 <sup>st</sup>	Picnic in the Paddock	Don/Trevor/Colin
August 14 <sup>th</sup>	August Amble	Colin/Ann
August 29 <sup>th</sup>	Littlewick Show (non-club event)	Colin for details
September 3 <sup>rd</sup>	Longparish Fete (non club event)	Details in March newsletter
September 18th	Classic Vehicle Show/Rural Life Centre	Don for details
October 15th	Free night at 'The New Inn' Details of activities during the day TBA	John C. for details and booking a room.
November 19th	36 <sup>th</sup> Nightjar Rally / Entry forms from Trevor	Nightjar Committee
December 5th	Christmas Dinner	Trevor/ Jean
December 8th	Old Tyme Players Christmas Special	Jean

### **2012**

19 <sup>th</sup> May	Bearwood Classic Car Show	TBA
19 <sup>th</sup> -24 <sup>th</sup> July	Trip to Leamington Spa. Austin 7 90 <sup>th</sup> birthday celebrations on the Sunday.	Don/Maureen

If you know of any events not listed please email details to me.

*Colin*